

IV. Remarks/Arguments

Claims 1 - 13 were presented in the application.

Claims 1 - 6, 8, and 9 were allowed.

Claims 7 and 10 - 13 were objected to, but were indicated to be allowable if amended.

Applicant has complied with all of the requirements of the Examiner, including the following:

- a. The drawings were amended as suggested by the Examiner and no new matter was entered.
- b. The specification was amended as suggested by the Examiner.
- c. The claims were amended to correct the typographical errors in Claims 10 - 13.

Claim 7 was made dependent upon Claim 2, not Claim 1; therefore, the rejection of "lacks antecedent basis" has been removed.

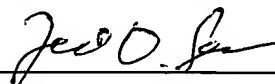
V. Conclusion

Because Applicant has made all of the changes as suggested by the Examiner, this application is in condition for allowance. A Notice of Allowance is earnestly solicited.

Respectfully submitted,

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1 engine exhaust gas may be directed around the dilution tunnel 18 by the conduit 20,
2 as described above.

3 In the illustrated embodiment described herein, the second sample bypasses the
4 catalytic stripper system 14 and is routed directly to the micro-dilution tunnel 50
5 whereupon the second test sample is cooled as represented at block 118.

6 Total particulate matter, i.e., solid fraction and precipitated volatile fraction
7 particles carried in the second sample are collected on the filter pack 60 and
8 measured as indicated at block 120. For collection purposes, it is only necessary to
9 rapidly cool the second sample to a temperature less than about 52°C. However, if
10 it is desired to measure the size and number of total particles of the second stream,
11 as indicated by block 122 connected by dotted lines between blocks 118 and 120 by
12 passing a portion of the second sample through the particle detection sizer and counter
13 system 58, it is necessary that the test sample be cooled to a temperature near
14 ambient, i.e., about 25°C.

15 The mass flow of the second sample, after removal of the total particulate
16 matter, is measured as indicated at block 124.

17 The respective solid and volatile fractions of particulate matter carried in the
18 exhaust stream is then calculated as represented by block 126. The first and second
19 test samples should be conducted in parallel with the same exhaust gas flow and
20 carried out over equal amounts of time. The total particulate matter (the solid fraction